

1025 Kings Road

REZONING APPLICATION



ARYZE

Mayor and Council,

This letter will outline the core content of our application to rezone the property at 1025 Kings Road to allow for the development of 57 apartment rental homes. We are requesting to amend the property from the current R3-2 zoning to a new site specific CD-(TBD) zoning.

Site Context & History

This is the land of the Lekwungen People, known today as the Esquimalt and Songhees Nations. As you travel through the city, you will find seven carvings that mark places of cultural significance. To seek out these markers is to learn about the land, its original culture, and the spirit of its people. Within this traditional territory, the project is located at the southern edge of Quadra Village, within the Hillside/Quadra (HQ) neighbourhood at the junction of Kings Rd. and 5th St.

Neighbourhood Grain

The site is within Quadra Village, with many services and amenities within typical walking distance thresholds. Near the site on Fifth Street is a mix of single family and multi-family residential buildings. Also near the site, Quadra Street provides a wide range of retail, commercial businesses, and services. The site is also less than 500 metres from the north edge of Victoria's downtown core area.

The building grain peaks on Quadra Street and tapers as you move East off this main road which is a typical land use pattern for the City. The footprint of the existing building is symptomatic of its era with larger setbacks from the street which results in a fragmented urban design program. Modern design narratives seek to bring more intimacy to the street with tighter urban setbacks with the balance of the design program being driven by rental utility for project efficiency and affordability. This location is well supported by walking, cycling, transit, parks, schools, retail and service offerings which makes it a great place for some incremental density.

Design Inspiration

The design format is a stepped 6 story rental building on the corner of Kings Rd. and 5th Street in the Quadra Village area. The building meets the sloped site via a bi-level slab on grade – under building parking at the rear accessed off of 5th Street with four tall loft style street level units on Kings, each with their own separate patio/entry. The entry lobby – also bi-level has its primary access off of Kings with residents – cyclist and drivers, using the entry via the covered parking/bike area at the rear.

The 6 story massing, clad in a combination of white panel and steel with perforated steel baloney guards, is mitigated via the retention of the 3 large 'boulevard' trees on Kings and by a subtle top floor set back at the rear or south side of the building. Further, corner balconies in various depths help to "erode" the massing – visually increasing the setbacks.

The existing building – sitting 2m above and set back 9m back from the Kings Rd. property line makes no attempt to address the street. This proposal improves the urban environment on that block of Kings, putting doors, patios, and life right on the south sidewalk, a stark contrast to the 65m x 6m rear wall of Fairways Food Store opposite.

An ambitious landscape/planting scheme, featuring long, horizontal plant boxes and full size "Sunburst Honey Locust" along balcony edges on the 2nd and 6th level, soften the project's strong modernist edge. An elevating of the 'Rental Building' stereotype and an interesting addition to a young vibrant neighbourhood experiencing a great deal of transition.

Site Layout

Located on the edge of the vibrant Quadra Village area of Victoria, the proposed rental homes are arranged in a single building design at the corner of Kings Road and Fifth Street. The bulk of the building has been deliberately pushed north onto Kings Road to minimize impact on the adjacent, lower density area. The south side of the building introduces a step in the structure to minimize overlook and building bulk for the surrounding neighbours. The ground floor has 22 tuck under building, at grade parking stalls. For easy access, the ample bike parking is also located at grade to encourage a car-lite lifestyle. The building concept for the site is of comparable scale to the existing multi-family and commercial buildings in the neighbourhood. As the developer of the building directly to the south at 2570 Fifth Street, we sought to create a similar, but unrelated design proposal that would provide respectful clearances and alignments with surrounding homes.

Landscape design

The landscape design creates a pedestrian friendly engaging planted interface that complements the expression of the contemporary architecture. The plant material selection has a strong native focus as well as attractive flowering perennials to encourage pollination, all plants are drought tolerant. The landscape design strives to envision an outdoor space that is engaging to its users, complimentary of the architecture and provides as much outdoor amenity space to encourage and foster community interaction. The plant palette is sensitive to the local ecosystem and to the population that is engaging with it. Generous benches in the green space on the corner of Kings Rd and Fifth St were designed to encourage public and private users to relax and enjoy the informal greenspace that are integrated into the mature boulevard trees which are a huge asset to the street and the frontage of this building.

Mobility Context

MULTI-MODAL NETWORK

From the subject property's doorstep there are diverse cycle routes, bus routes, and walking options. The City's 25 year transportation masterplan places even more focus and investment in alternative transportation options with additional transit service and bike lanes planned for the area.

ROAD NETWORK

Quadra Street extending north/south is classified by the City of Victoria as an arterial road. Fifth Street is classified as a local road. Kings Road along the north edge of the site is also classified as a local road from a volume standpoint, however it operates similar to a secondary collector. The Fifth Street and Kings Road intersection to the north of the development site operates under stop control for Fifth Street. Fifth Street traffic is restricted to right-in and right-out only turn movements.

TRIP GENERATION

The ITE trip generation rates suggest a total of 25 two-way vehicle trips during the weekday PM peak hour. Bunt anticipates actual trip generation of the site is likely to be approximately half of this amount due to location, parking supply and unit sizes. The conservative estimate of 25 total vehicle trips per peak hour equates to approximately one vehicle traveling into or out of the development site every 2–3 minutes during peak periods. This level of vehicle generation is anticipated to have a negligible impact on the adjacent road network.

ACTIVE TRANSPORTATION

Walking and Cycling: Kings Road has sidewalks along each road edge. The majority of the nearby streets have sidewalks on both sides. There are crosswalks at all of the major intersections in the vicinity of the site. Fifth Street has a sidewalk along the development frontage's west edge, while the east edge is unfinished with unregulated parking. The homes along the opposite east edge of Fifth Street face east, hence Fifth Street functions as a rear access to these lots.

The nearest designated bike route is located on Graham Street which is one block east of Fifth Street. Graham Street is classified as a Signed Bike Route which indicates it is a comfortable route for people cycling however it does not have any dedicated cycling infrastructure. The Graham Street cycling route is part of the Vancouver Street cycling route which extends north/south connecting south to the Pandora AAA cycling route in Victoria's core downtown area, and north to the Finlayson Street bike lanes and onward into Saanich.

Car Share: Modo is currently the only car share provider in Victoria with a fleet of over 85 vehicles. Across BC, Modo has over 800 vehicles with car drops at BC Ferry terminals and other transit hubs, allowing for a true car-lite lifestyle. A study completed for the City of Toronto found that on average 21% of car share members were able to shed a vehicle while 45% were able to postpone the purchase of a vehicle. A University of California study found that on average each Modo vehicle removed up to 11 private vehicles due to users selling their vehicles or foregoing the purchase of a vehicle. The site has two Modo vehicles within a 10 minute walk which is commonly regarded as walkable. One Modo vehicle is located 400m to the south near Quadra Street and Queens Avenue, and another is approximately 500m away from the development site near Quadra Street and Topaz Avenue. A third vehicle will be delivered with the neighbouring development at 2570 Fifth Street.

TRANSIT

The site is well served by transit. The proposed development site is surrounded by five major transit corridors, all within a 5 to 10 minute walk. The transit table presents nearby transit routes and approximate distances from the development site to bus stops. Buses along these routes are designed to accommodate wheelchairs, strollers, and mobility aids.

TRANSPORTATION DEMAND MANAGEMENT (TDM)

- The best TDM strategy is the location efficiency provided by building denser housing forms in compact, walkable neighbourhoods such as the Hillside Quadra
- We are also providing significant bicycle parking with repair station
- Each rental unit will also have a Modo car membership for life

Building Layout

L1: The ground floor is characterized by bike and car parking on the south side of the building with the main building entrance located off Kings Road. In addition, a series of ground floor loft style townhouses introduce 'doors on the street' to activate the public realm and reinforce the urban village context.

L2-L5: A compact, efficient floorplan featuring a series of studio, 1 bedroom, 1 bedroom + den, and 2 bedroom homes that repeat from floors 2 through 5. Each floor provides outdoor space for the future occupants however level 2 features dramatic, oversized patios atop of the concrete structural podium.

L6: At this floor the home mix changes to include 1 bedroom + den, 2 bedroom, and 3 bedroom homes. Additionally, the building steps back to reduce the building bulk and overlook to the

surrounding homes. On the upper levels of the building, outdoor amenity spaces are designed for the residents with each balcony featuring a full sized signature Ginko tree placed in large elegant planters. These signature trees will be viewed from the street level, neighbouring buildings and will provide shade and animation to the outdoor living space. On the upper floors, planters with evergreen plants are used to create separation and privacy.

Neighbourhood Long Term Vision

The subject property is located within the Quadra Large Urban Village. In the Official Community Plan (OCP), Urban Villages are envisioned to absorb 40% of all population growth yet they only make up 3.5% of the City's land base. It is for this reason that we need to be careful about redevelopment to ensure these scarce lands are utilized appropriately. The housing forms characterizing these areas are low-rise and mid-rise multi-unit buildings up to six storeys including townhouses and apartments, freestanding commercial and mixed-use buildings.

This project is supported by not only the current OCP but also the Housing Strategy Phase 1 & 2, Go Victoria Mobility Plan, Climate Leadership Plan, upcoming Missing Middle Housing Study, and dozens of action items in the 2019 -2022 Strategic Plan. The intent of these plans working in synthesis can be summarized as follows: increased housing choice near transit, amenities, and jobs.

Community Consultation

The Aryze team is committed to being good neighbours and having honest, open dialogues within the communities we do our work. We are available to discuss project details with stakeholders through a variety of channels to build trust and shared vision for the project all while maintaining a respectful and open conversation. Our goal is to create an atmosphere where people feel comfortable to share their ideas, hopes, and aspirations for the community and for them to ultimately see these values reflected in the end project.

Contributing to a Sustainable City






According to many researchers and authors, densification holds the key for cities fight against climate change as reducing automobile trips is the most significant component of reducing greenhouse gas emissions. As mentioned above, the developments central location in relation multiple local amenities encourages a pedestrian and bicycle oriented lifestyle. Accordingly, the project has been designed assuming walking, cycling and transit as primary transportation options for future residents.

In summary this proposed project is intended to create the kind of sustainable middle density development, carefully positioned in relation to alternate modes of transit, that contributes to a vital, low carbon sustainable future envisioned for the City of Victoria.



Luke Mari
Principal
Aryze

Project at a Glance

			
Height	Number of Homes	Car Parking Stalls	Bike Stalls
Stepped 6 storeys	57 Homes	22 Stalls	83 Stalls
Site Area	Studio Homes	Pre-ired for Electric	Long Term Bike Stalls
12,948 sf	12 Homes (21%)	22 Stalls	76 Stalls
Floor Area	1 Bedroom Homes		Short Term Stalls
35,430 sf	25 Homes (44%)	Car Share	6 Stalls
FSR	1 Bedroom + Den Homes	57 Modo Memberships	Bike Repair Station
2.74 FSR	5 Homes (8%)		1 Station
	2 Bedroom Homes		
	13 Homes (23%)		
	3 Bedroom Homes		
	2 Homes (4%)		
	Average Unit Size		
	560 sf		